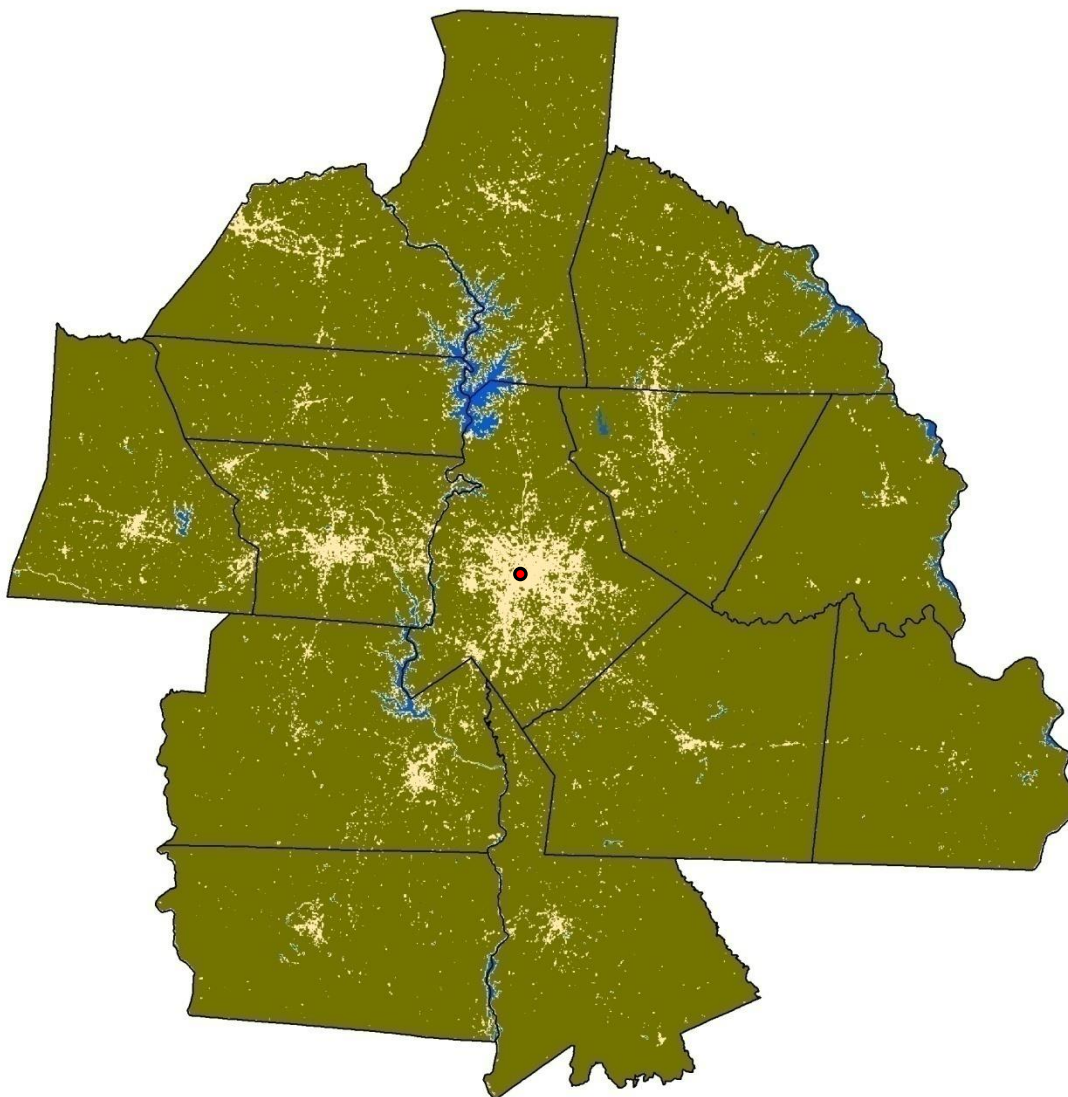


NC House Select Committee on Strategic Transportation Planning

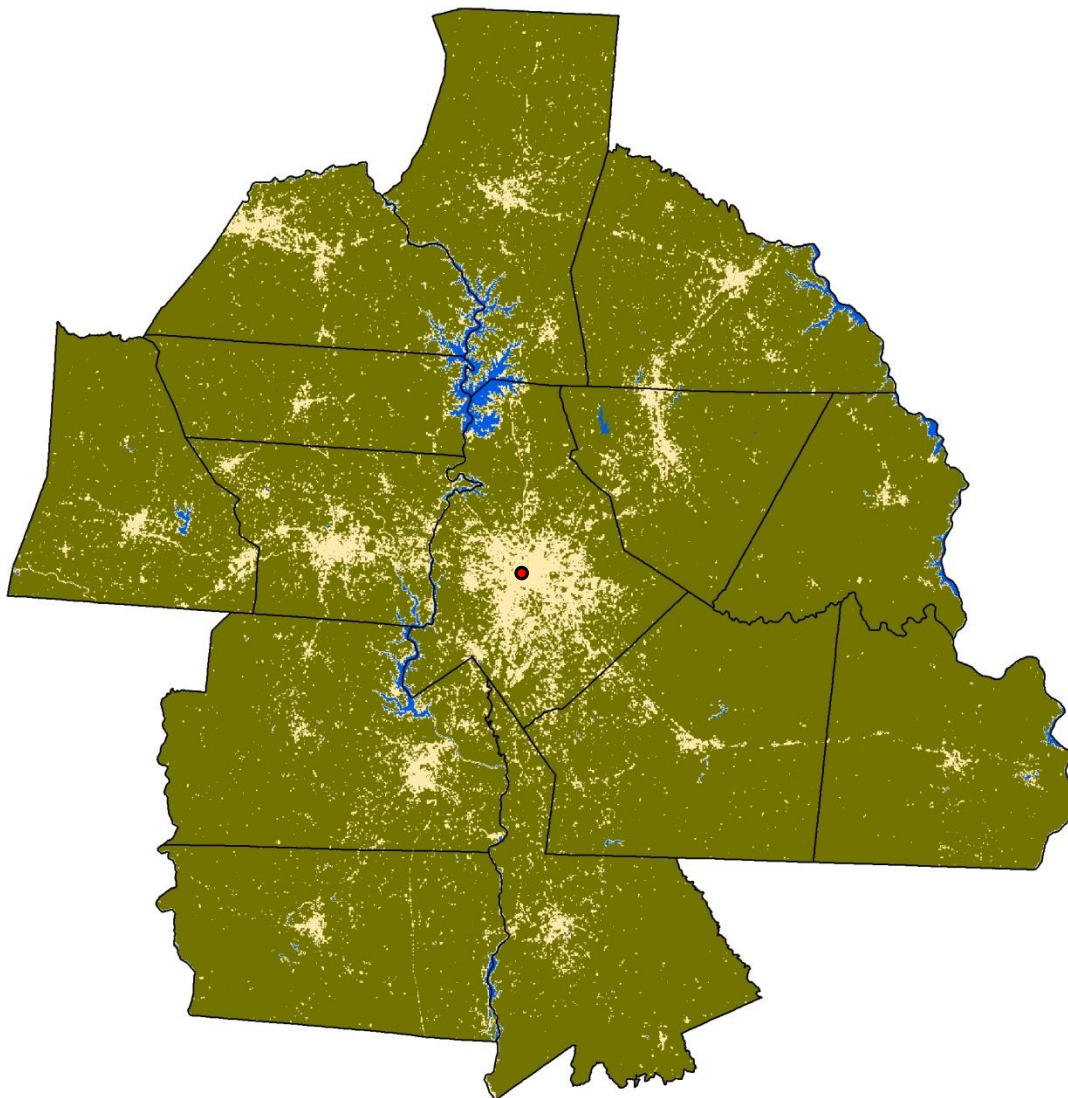


John Lewis, CEO CATS
March 7, 2016

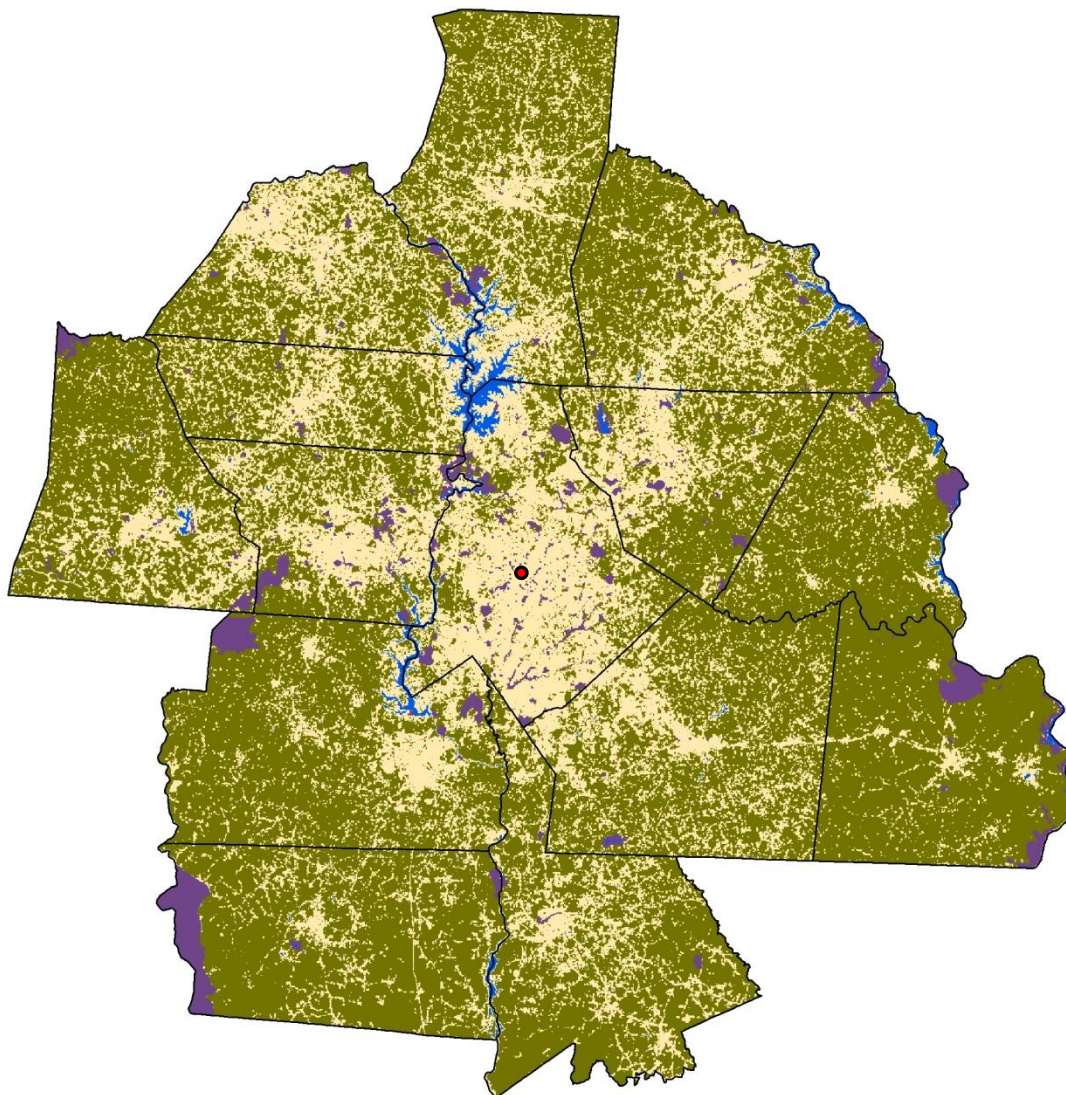
Developed Land: 1976



Developed Land: 1985



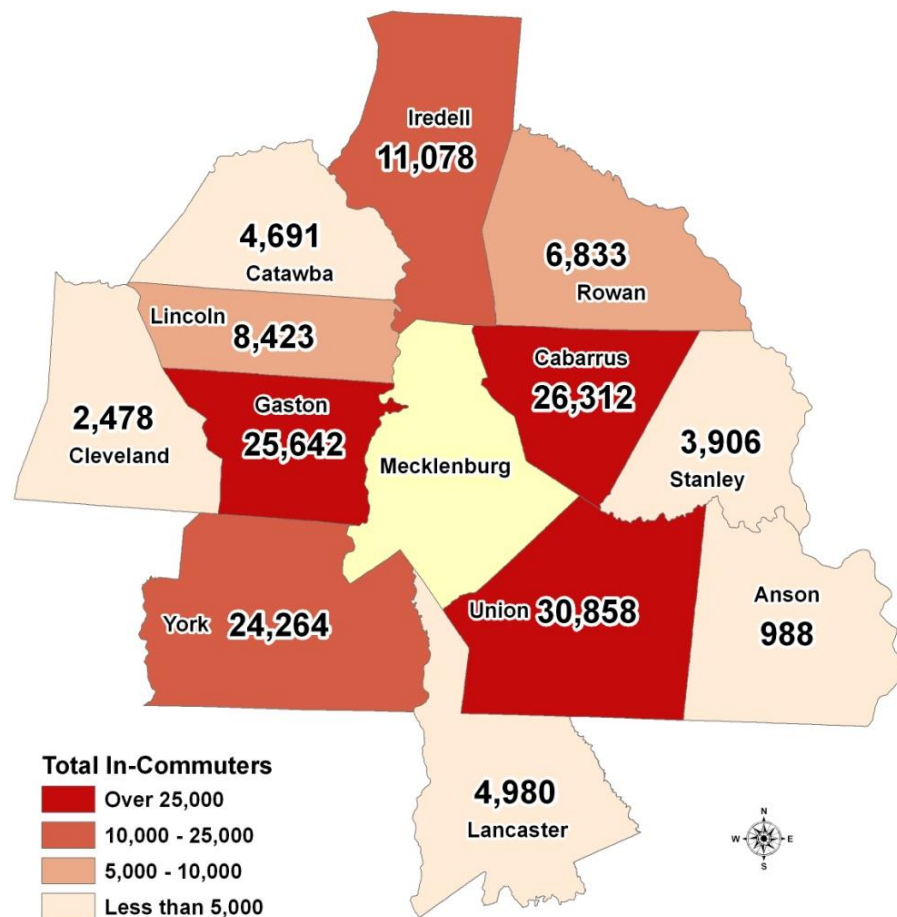
Developed Land: 2006



Mecklenburg County is the major employment destination in the region.

- Over 150,000 people commute to work each day to Mecklenburg County.
- 20% of the region outside of Mecklenburg County work within Mecklenburg County.
- Areas such as South Park, Ballantyne and the Airport have become large employment centers

In-Commuters to Mecklenburg County from the Charlotte Urban Region 2010



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2010).

Rapid Population Growth

In 1998 the Charlotte Mecklenburg population was projected to grow by about 385,000 people over the next 30 years a 66% increase.

	1995	2025
Mecklenburg County projected population growth in 1998	580,000	965,000

In 2014 the US Census Bureau estimated Mecklenburg County's population **is already over a million people at 1,012,539**. That is a **75% increase** from 1995. We have reached our projections a full 10 years early.

Towns within Mecklenburg and the surrounding counties have also experienced rapid growth since the adoption of the 2025 system plan.

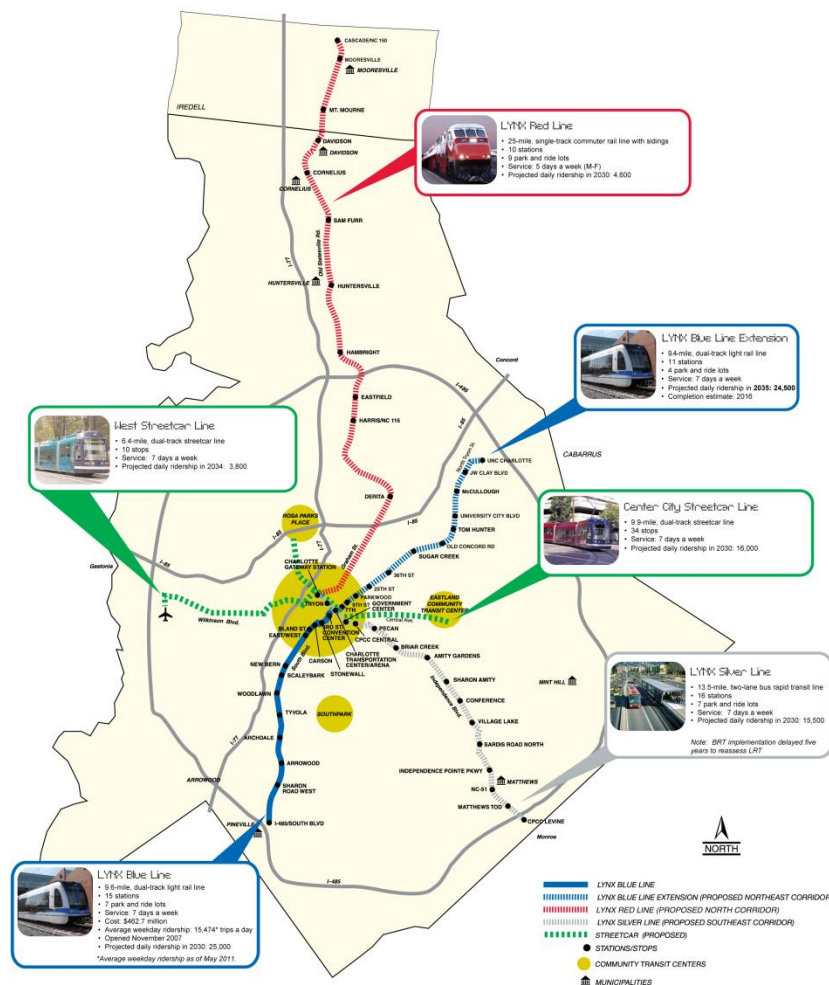
With so many new residents there is the opportunity to engage a much larger population.

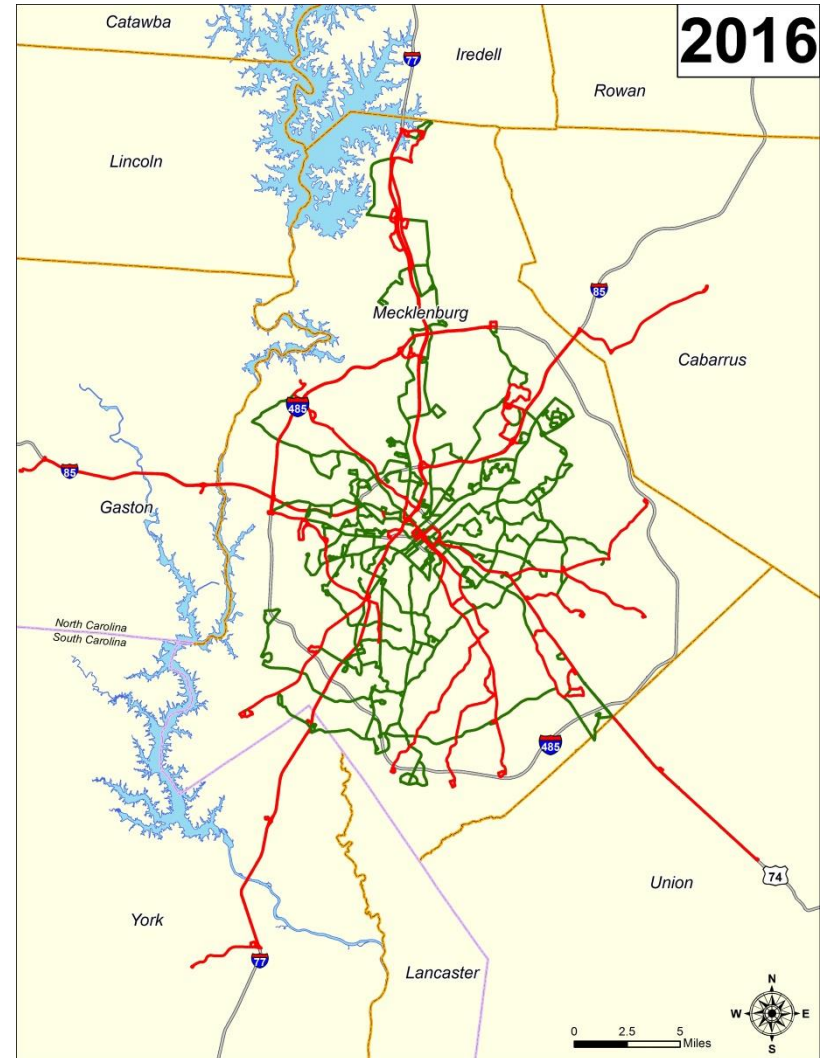
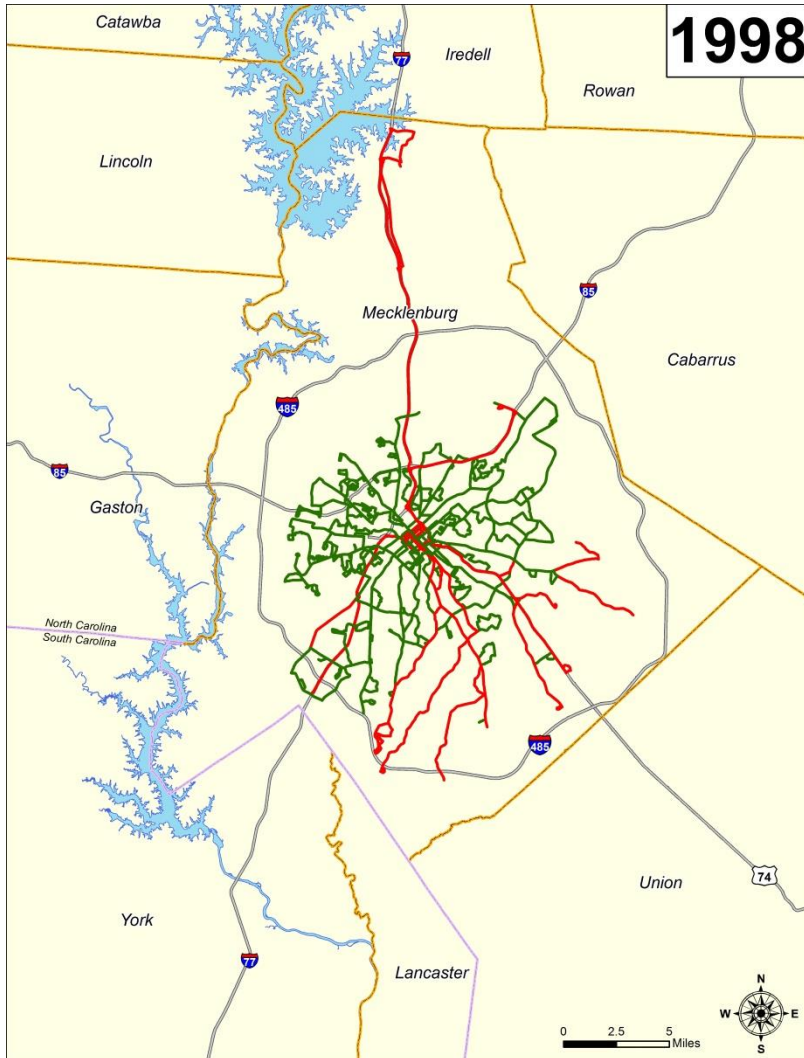
As many of the areas become more urban, the needs for transit are more pronounced.

Population Percent Change	
2000-2014	
Charlotte	50%
Davidson	68%
Cornelius	130%
Huntersville	107%
Matthews	35%
Mint Hill	67%
Pineville	139%
Mecklenburg	46%
Union	77%
Lancaster	36%
York	49%
Gaston	11%
Lincoln	25%
Iredell	36%
Cabarrus	47%

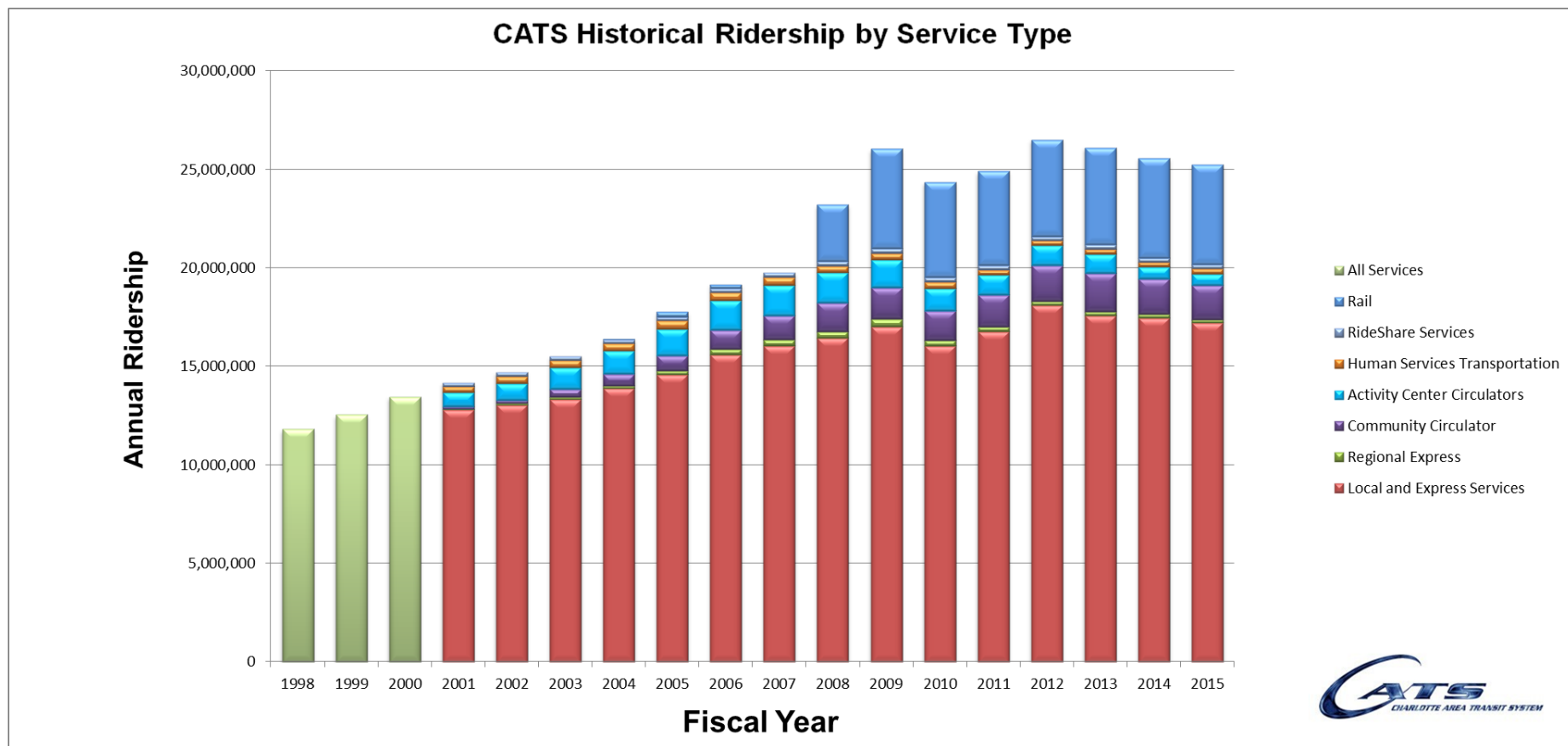
- ❑ Sales Tax approved in 1998 by Mecklenburg citizens by 58% and reaffirmed in 2007 by 70%
- ❑ Transit Plan adopted by the Metropolitan Transit Commission in 2002 and updated approximately every 4 years.
 - Guide for growth of mobility options in the region
- ❑ 30-year long range plan
 - Build-out of a multimodal transit system of rapid transit, bus, para-transit and vanpool services.
- ❑ FTA and NCDOT are key financial and technical partners in rapid transit program.

2030 Transit System Plan





Citizens Have Embraced Using Public Transit

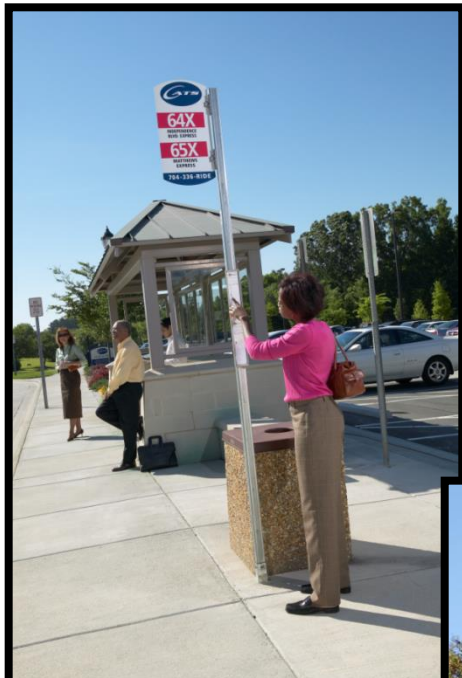


Bus System Services

- ❑ One of the safest in Country
- ❑ Accident rate less than 0.35 per 100,000 miles
- ❑ 87% of all routes are on-time
- ❑ 90% of customers rate quality of service high
- ❑ Expansion to regional counties
- ❑ Community Transit centers with neighborhood shuttles connecting to main bus lines.



Investment in the Bus System

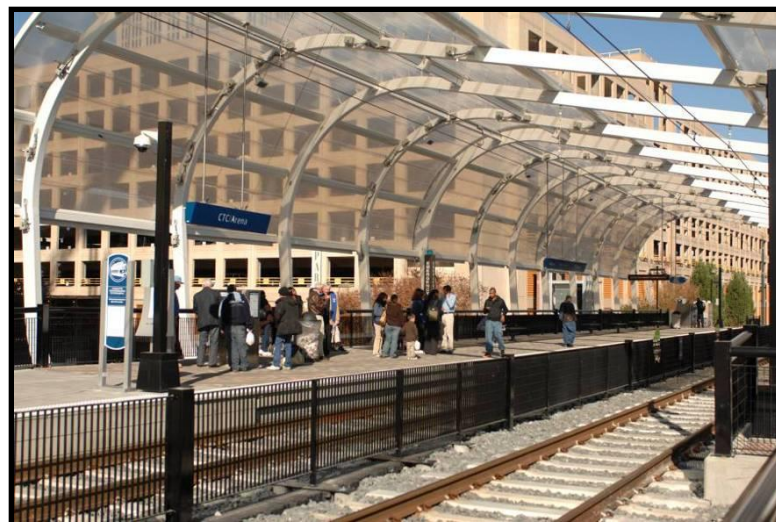


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LYNX Blue Line Success

- Opened November 24, 2007
- 9.6 Miles
- \$462.7 Million (FTA 48% - State 22% - Local 30%)
- 15 Stations (7 park and rides)
- Operates 7 days a week, 5:30 a.m. - 1:30 a.m.
- Service Frequency
 - Rush hour: 10 minutes
 - Non-rush hour: 20 minutes
- Bus/Rail Integration serves Blue Line directly
 - 15 new and modified routes
- Average LYNX Weekday Ridership today > 17,000
- Exceeded first year ridership projection by 54%



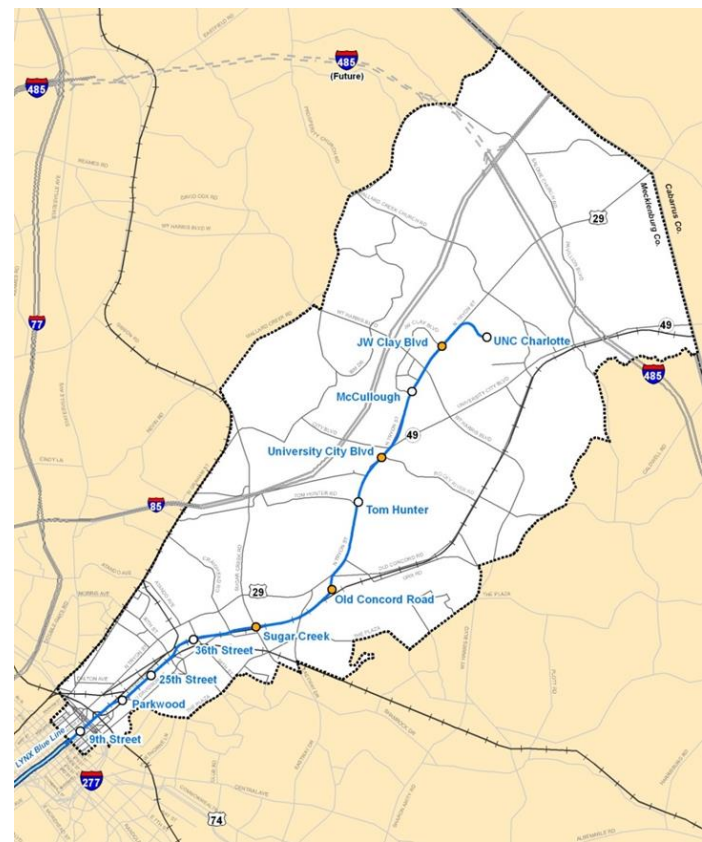
LYNX Blue Line Development



Since 2005 more than \$1.5 billion in new developments adjacent to the LYNX Blue Line has occurred or is under construction. The increased property tax generated from these new developments goes back to fund police, schools, fire, etc.

LYNX Blue Extension Project

- 9.3 miles, 11 stations
- Project Budget \$1.16 billion (50% FTA - 26% State – 24% Local)
- 4 park and ride facilities
- By 2035, the combined 11 light rail stations are projected to have:
 - Over 10,000 new housing units
 - Over 3.8 million square feet of new office
 - Over 1.3 million square feet of new retail
- 25,000+ daily riders on BLE segment
(20 yr. projection)
- Accommodates 3-car trains
- Improvements to North Tryon St.
- Connects UNC Charlotte campuses
- 22 min. from Uptown to UNC Charlotte
(25-35 min during am rush today)
- Connecting bus services



LYNX Blue Extension Project



Gold Line Phase 1

1.5-mile route from the Charlotte Transportation Center in Center City on Trade Street to Novant Hospital at Hawthorne Lane and Fifth Street.

The 1.5 mile alignment has six stops, including a connection to the LYNX Blue Line.

Construction began in December 2012 and opened to service in July 2015.

Cost: \$37 million

\$25 million FTA

\$12 million City of Charlotte

Ridership: Surpassed all projections by 55%

Initial projection: 1,100 trips/weekday

January 2016: 1,707 trips/weekday



◀ To Uptown

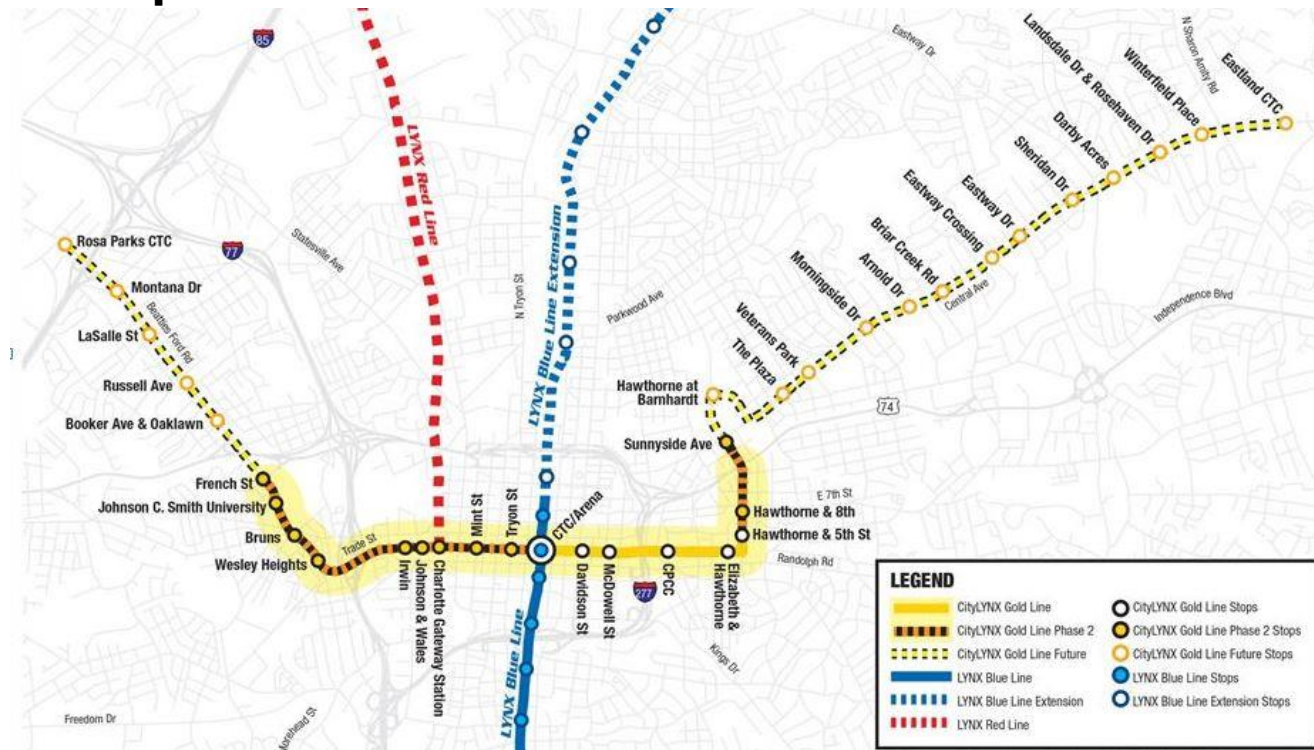


Phase 2 will extend Phase 1 system by 2.5 miles in the east/west direction
Will include: 11 additional stops and modern streetcars to replace Gomaco replica trolley vehicles

Estimated Cost: \$150 million – 50%– FTA Small Starts Grant / 50% City of Charlotte – Included in Federal FY2016 budget for \$75 million after the FTA's evaluation resulted in the project being rated medium/high



- After 3 phases of construction, the CityLYNX Gold Line will be a 10-mile system
- Engine for economic growth (for all three phases)
 - Anticipated 1.1 million or more square feet in new development





Silver Line Southeast Corridor

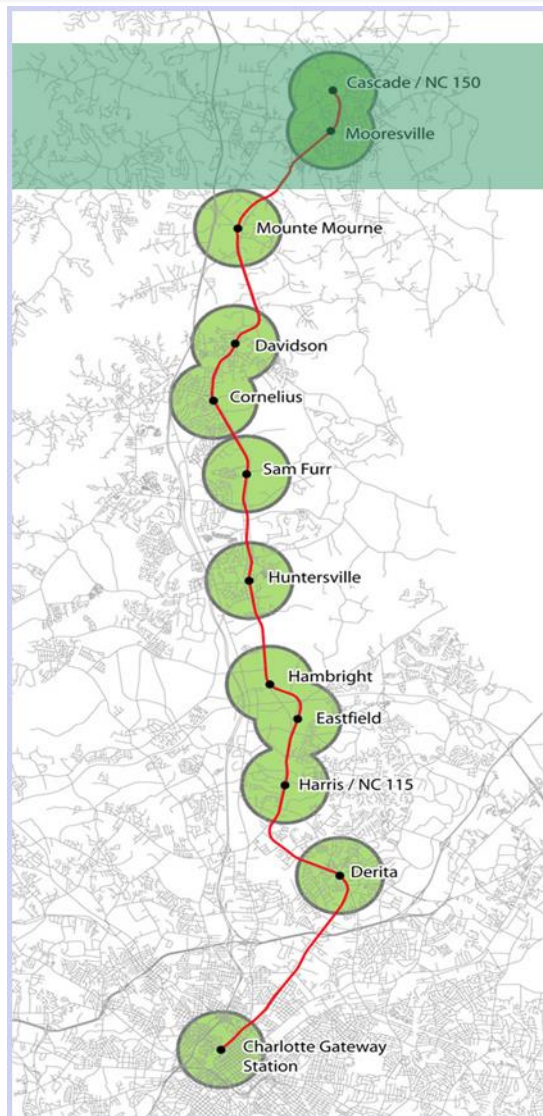
Currently under evaluation through June 2016

- Snapshot of the corridor:
 - 13 miles southeast from Uptown Charlotte to the Town of Matthews
 - By 2040 30,000 new jobs are projected for the SE corridor
 - Housing density in the corridor is more than 2X that of the county

The Silver Line/Southeast Corridor Study will determine a new mobility vision that will include:

- A long range defined fixed rail alignment not in the median of Independence Blvd that will also include pedestrian and bike facilities
- A bus operations plan for future US 74 express lanes
- A corridor preservation strategy to protect the fixed rail alignment







Phase One – Track and Structures

Track, Structure & Signals

- Four new bridges at West 4th, Trade, 5th and 6th Streets
- Two 2,000 foot long station tracks paralleling Norfolk Southern mainline on NCDOT-owned right-of-way
- Concourse
- Greyhound Reconfiguration
- Separates passenger from freight operations
- Includes connector track to Charlotte Locomotive and Railcar Maintenance Facility
- Area will accommodate future third station track

Cost Estimate: \$ 62,500,000

- Awarded FRA TIGERVII 2015 grant for Track, Structures & Signals (TS&S) Phase – \$25M
- Some local funds identified to fund gap but approximately \$31M still needed to completely fund the TS&S Phase

Phase Two – Station and Platform

Scope anticipated to include:

- Interim Intercity Passenger Rail Station of 10,000 sq. ft. building between Trade and 5th streets
- Platform and Canopy 1,200 foot long elevated, ADA compliant, level boarding center island platform

Conceptual Cost Estimate: \$20,500,000

Phase Three – Vertical Multi Modal/TOD

Scope anticipated to include:

- Final CATS and Greyhound Bus Components
- Permanent Intercity Passenger Rail Station Building, Ticketing & Amenities
- Mixed-use development using NCDOT & City/CATS-owned land

Cost: Underdetermined at this time



Population Density on Rail Lines

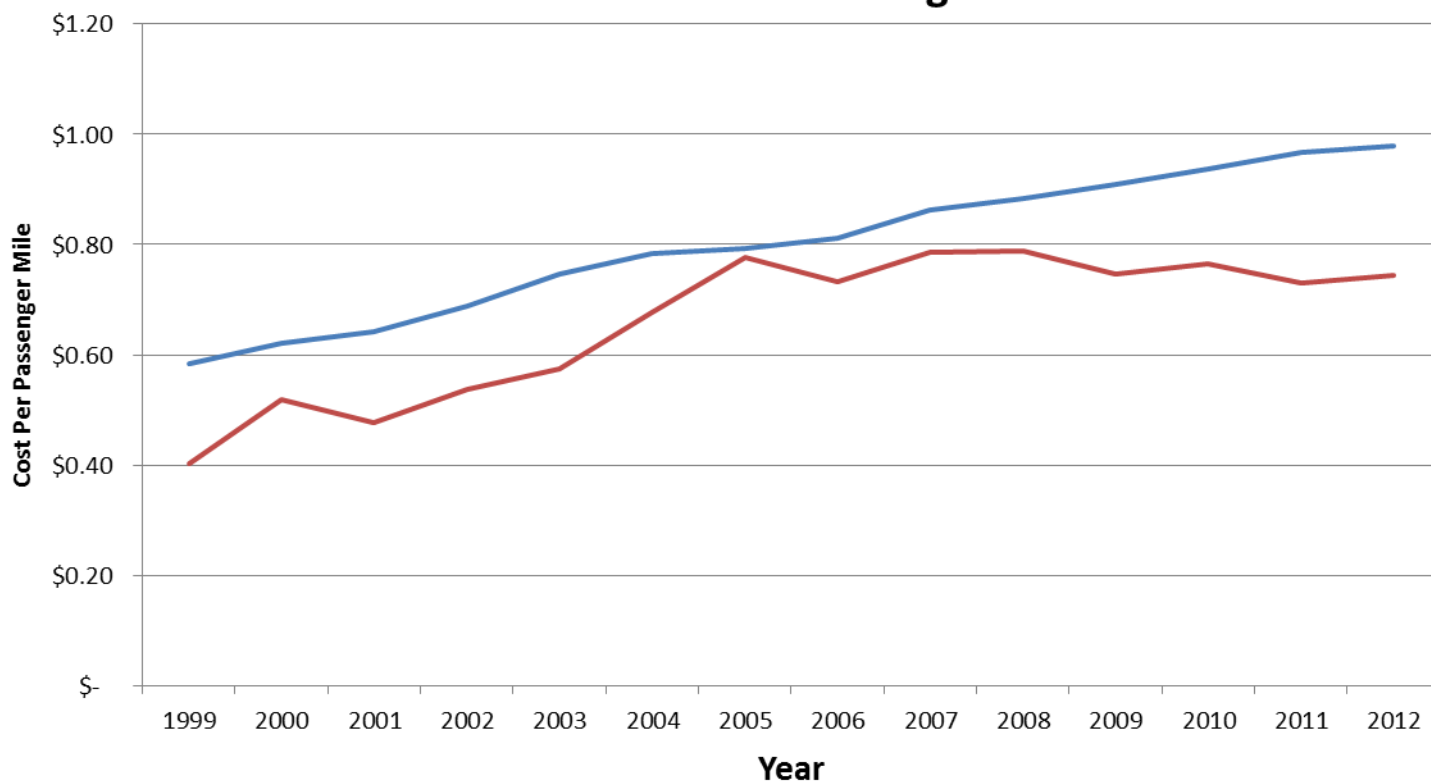
Rail Line	Population Per Square Mile
LYNX Blue Line*	3,406
LYNX Blue Line Extension	2,751
CityLYNX Gold Line Phase 1	2,207
CityLYNX Gold Line Phase 2	5,847
LYNX Silver Line	2,516
2010 U.S. Census	

- Does not include additional completed residential development along Blue Line since 2010 census

CATS Key Financial Metric

Financial Metric	Definition
Cost Growth	Equal to or less than the rate of inflation for Transportation as identified by the U.S. Department of Labor, Bureau of Labor Statistics Data
Administrative/Overhead Cost	Shall not be higher than 15% of Transit Service Delivery costs
Passengers Per Hour	System-wide bus passengers per revenue hour shall be maintained at a level greater than or equal to 20 passengers per hour for bus operations and 90 passengers per hour for light rail operations
Debt Service Coverage Ratios	Operating Balance plus Grant Receipts Available for Debt Service shall be equal to or greater than 1.15 times the annual debt service cost
Fare Increase	Every 2 years 25 cents or CPI

CATS Compared to US Transit Industry 1999-2012 Cost Per Passenger Mile



Source: FTA- National Transit Database
Services: Demand Response, Bus, Light Rail, Vanpool

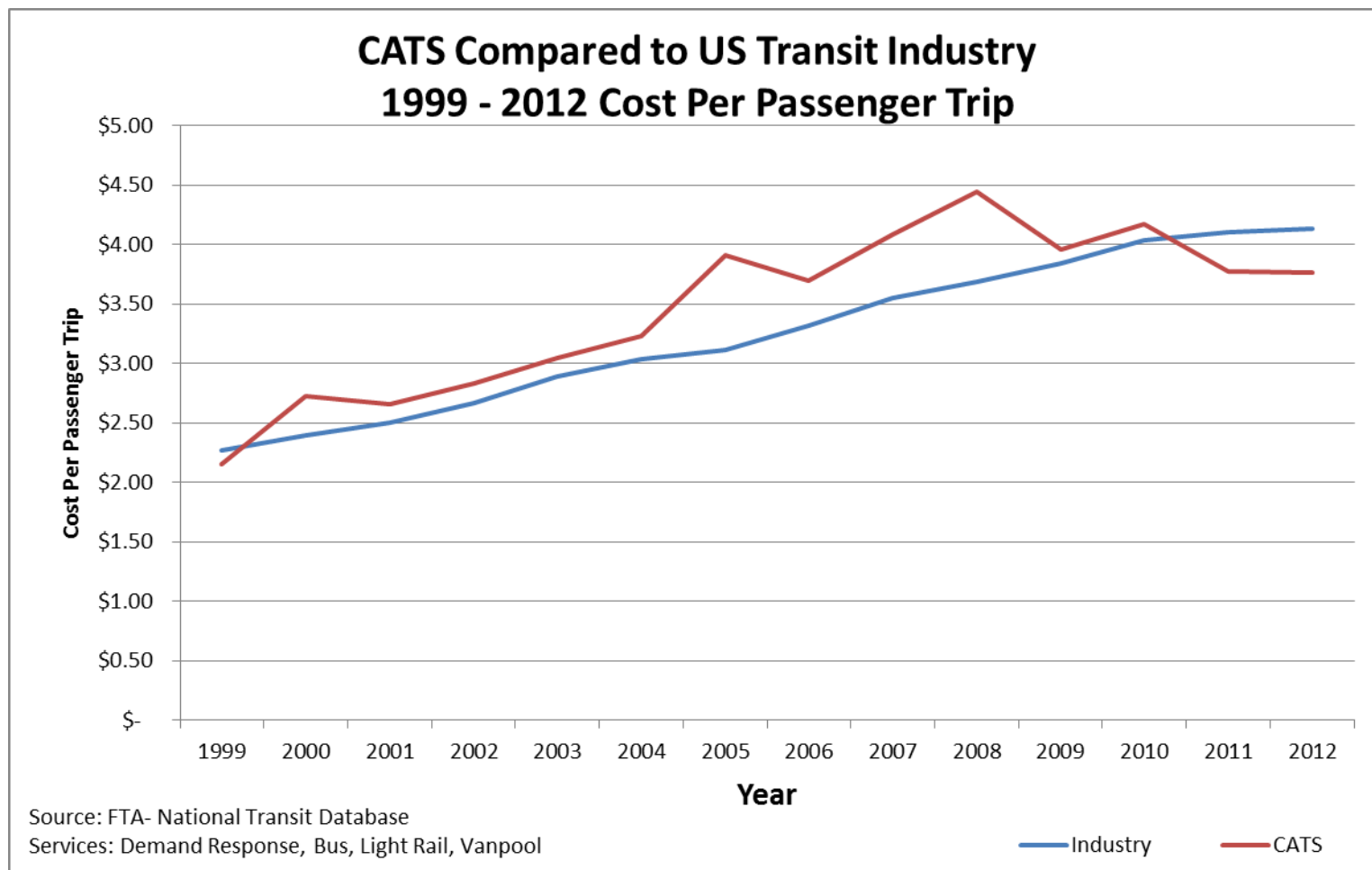
— Industry — CATS

Operational Efficiency

**CATS Compared to US Industry
1999 - 2012 Cost Per Vehicle Miles**



Source: FTA- National Transit Database
Services: Demand Response, Bus, Light Rail, Vanpool



- **LYNX Blue Line (LRT)**
 - Nationally successful
 - Need capacity for 3-car trains
- **Blue Line Extension (LRT)**
 - FFGA signed in October 2012
 - Construction underway – Opening August 2017
- **Red Line (Commuter Rail)**
 - Red Line Task Force
 - Funding & technical Issues to be resolved
- **CityLYNX Gold Line (Modern Streetcar)**
 - City of Charlotte funding local share
 - Phase 1 – In operation
 - Phase 2 – Start construction 2016 – Opening 2019
- **Silver Line**
 - Study team formed and consultant selected
 - Evaluate rail alternatives
- **West Corridor**
 - Enhanced Bus Service started in 2009
 - Convert to Streetcar in future

2030 Transit System Plan

